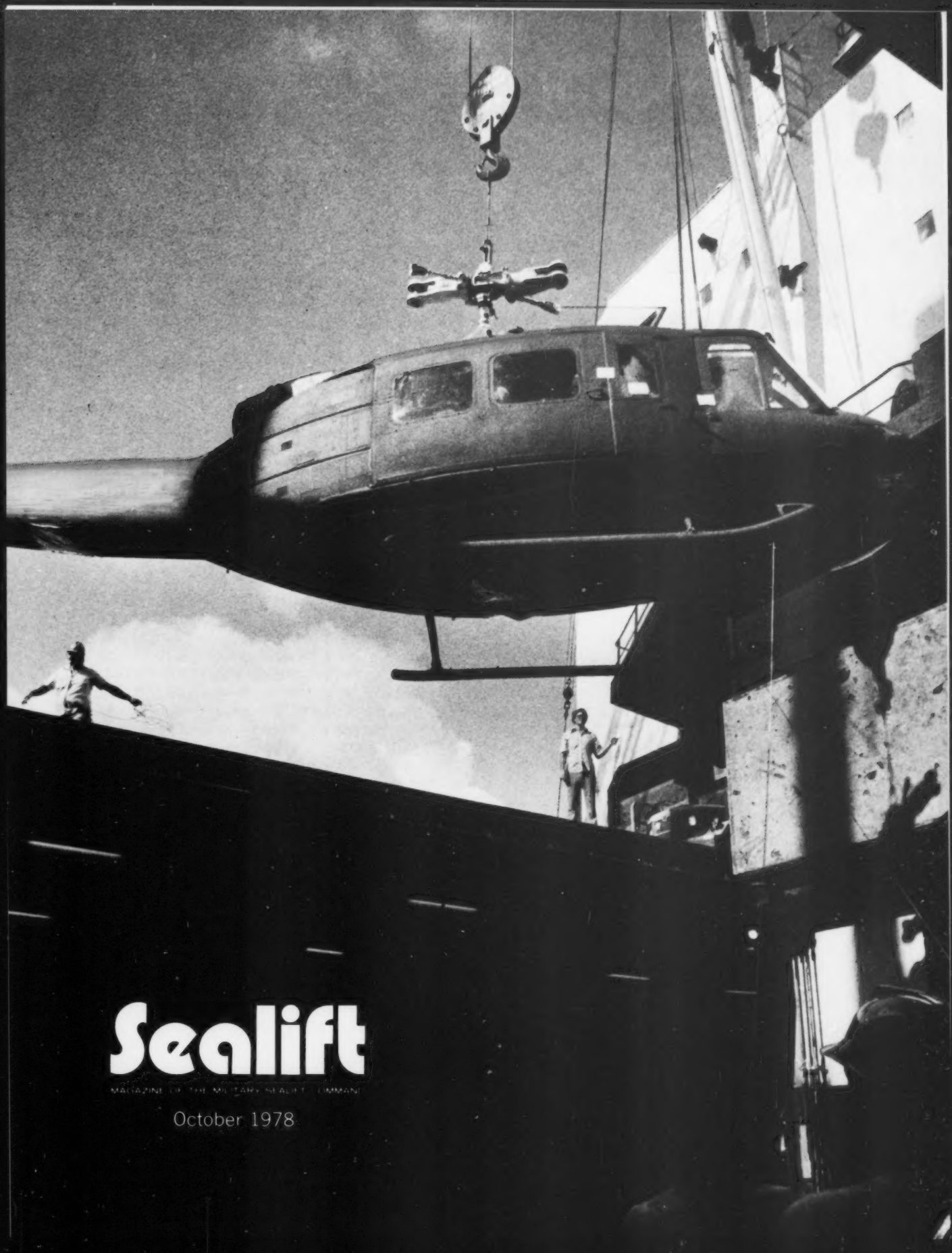

# Sealift

MAGAZINE OF THE MILITARY SEALIFT COMMAND

October 1978

# Getting Older, And better

Happy anniversary. It was 29 years ago in October 1949 that Military Sealift Command actually began operations although a paper organization had been established in August.

Within a few months of the beginning of its operational life, the command—then known as the Military Sea Transportation Service—was actively involved in support of the Berlin Airlift. Command ships and crews also played a vital role in support of U.N. operations in Korea.

Since that time, Military Sealift Command has fulfilled emergency requirements stemming from crises in many parts of the world, the Congo, Lebanon, and, of course, extended operations in Southeast Asia.

Providing the sealift necessary to support deployed U.S. forces in an emergency situation is our primary responsibility—our ultimate mission. To be able to respond when needed, we must maintain in-house assets, must develop procedures and techniques for expansion of our sealift base, and must closely coordinate with the maritime industry on which we rely so heavily for emergency augmentation.

A primary means of fulfilling those roles is by peacetime delivery of Department of Defense worldwide cargo. We exercise our muscles in peacetime so that we are strong and fully responsive in an emergency.

Though transportation remains our primary mission, the command has added new dimensions over the past 28 years. We now operate approximately 25 scientific support ships that are involved in non-transportation missions—in oceanographic research and surveys, in support of the space program and military missile test centers. We also have 21 ships that are specifically committed to fleet support missions and which are known collectively as the Naval Fleet Auxiliary Force. That force includes our oilers, cable layers, ocean-going tugs, a stores ship and the fleet ballistic missile supply ships.

The outstanding ability of our fleet support ship crews has helped the Navy fleet maintain its mobility and strike capability, and thus helped assure U.S. security. It has had another benefit. Because our professional crews are highly visible within the fleet, and because they have performed superbly, we in MSC now have stronger ties with the Navy which we are a part of. We have added to our reputation, and that makes our job easier in every respect.

Our ships and men and women who crew them (we recently added our first woman deck officer) are an important part of MSC. But, there are other areas that also demand our attention.

Management of our assets is one example. Today, in the age of the computer, the flow of information is essential to good management. We have to know what our costs are so that we can gain the greatest possible utilization from each dollar we spend—and we spend millions of taxpayers' dollars every year. In procurement of ships and services, we must be ever mindful of our dual goals, efficiency and economy.

Engineering is another area vital to continued MSC success. As technology advances, we in MSC have to make certain that we are in step, that we incorporate new propulsion systems, safety devices, and environmental measures. Habitability is also a concern, for living conditions aboard our ships are important in our continuing attempt to recruit and retain the best possible people.

There have been problems during the past 28 years. We have problems today. We can expect others in the future. We rely heavily on merchant marine augmentation both in peacetime and during an emergency. This requires even closer coordination with industry than we have had in the past. Seagoing life has changed, and it is imperative that we do all we can to make the maritime profession both rewarding and satisfying for people remain our most important resource.

In the future, I anticipate that MSC will be assigned even more fleet support ships—some of them different types than we now operate. We will have to find a satisfactory way of modernizing our nucleus fleet so that it is the immediately-responsive sealift force DOD requires to support deployed troops. We must strengthen our planning for readiness demands more than assets. It requires that we anticipate what we will be called upon to do, and that we prepare ourselves in advance. And planning must be supplemented by realistic exercises which test concepts and systems, and help us develop new ideas and procedures.

Thus, while we are proud of all that we and our predecessors in the Military Sealift Command have done during the past 28 years, we also realize that we must continue to be a dynamic command. Rather than resting on the laurels we have received, we will continue to make our presence felt by fulfilling every requirement levied upon us. We are getting older, but we also are getting better at what we do.

Commander, Military Sealift Command

COVER: An Army helicopter is lowered into a Callaghan hold during Reforger '78 loading operations at Beaumont. Story on page 9.

Rear Adm. John D. Johnson, Jr.
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# Sealift

Vol. XXVIII No. 10 Washington, D.C. October 1978

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# Local Hires Part Of Sealift Team

*Editors note: This is the second of two articles on non-United States nationals employed by Military Sealift Command. Featured are people who work for MSC, Europe in Bremerhaven, Rotterdam, Naples and London.*

MSC, Europe employees have the responsibility of controlling the movement of Defense Department sea cargo to and from Europe. Most of the more than 70 MSC employees at Bremerhaven, Rotterdam, Naples and London are native to the countries where the MSC offices are situated.

Many had experience with other U.S. military units before joining MSC. Others are former mariners, or employees of commercial shipping companies.

Effectiveness of their contributions is mirrored not only in the many awards they have received but by the results of their efforts—and skills. They book cargo, contract for necessary services and help assure point-to-point delivery of Defense Department sea cargo.

Space restricts mentioning every person but the few who are named are representative of their co-workers.

Anyone who meets Helga Marquardt for the first time can't help but be taken by her delightful sense of humor and tell-it-like-it-is attitude. Here are a few samples from Marquardt, who is secretary to the commander of MSC, Europe and the chief staff officer.

—"Even though it is not always easy, I love my job. My bosses fall into two categories—those who blame their mistakes on the secretary, and those whose mistakes I either sweep under the rug or take the blame for."

Helga Marquardt

—"In this job, or any secretarial job, discretion is one of the most important requirements. Therefore, there are no anecdotes forthcoming since they might cause some very red faces."

—"I have seen some drastic changes in the Navy. When I first started the captain was really somebody most employees and enlisted personnel stood in awe of. That did not make him a despot or a tyrant but simply a person one respected."

Marquardt was born in Oscherslaben/Bode, a small town in the Harz Mountains. "That's the area where people can talk away warts and other ailments and where witches ride on broomsticks the Saturday before Easter to keep their appointment with the devil," she said.

Her father attended the naval school in Bremen and went to sea on various merchant ships. "Then there was the war. Dad, or course, went to sea. In spite of that, we lost the war and Germany became a country divided with dad on one side of the iron curtain and mother and I on the other."

Marquardt was an only child and the only female grandchild on either side of the family. "I finished high school in my home town and then mother and I moved to Bremerhaven, lock, stock and dachshund," she said.

"Having a talent for languages, I decided on a secretarial career and was shipped to Oxford to learn English. After I learned my way around without asking for mice-meat instead of mince-meat I enjoyed my time in England."

Marquardt got her first military job with the U.S. Army library in England and worked for other Army offices until she heard that Navy units were moving from London to Bremerhaven.

In June 1965 she started to work for MSC in Bremerhaven as a secretary in the comptroller's office. Since 1969 she has been secretary to five MSC, Europe commanders.

"I have never regretted 'joining the Navy' and I hope MSC, Europe headquarters remains in Bremerhaven until I am eligible for retirement," she said.

During her service at MSC, Marquardt has received several letters of appreciation and sustained superior performance awards.

Renate Luck vividly remembers Sept. 18, 1944, although she was only six when allied planes bombed Bremerhaven. "My parents lost everything—house and

Renate Luck

printing shop. We lived in the country near Bremerhaven for the next five years," she recalled.

Luck is legal assistant and claims examiner for the counsel's office at Bremerhaven.

In 1949 the Lucks moved back to Bremerhaven where Renate completed high school and commercial school.

"In 1954 I had the great opportunity to visit the United States due to a generous invitation by our relatives in New York. My school granted me a leave of absence since it was a unique chance to visit the United States," she said.

"I stayed in the United States for seven months seeing and learning a lot about that great country and its wonderful people," she said.

Upon her return to Germany she enrolled in language school where she studied English, Spanish and French. She completed her courses in 1959.

She started to work for MSC, Bremerhaven in 1960 as a translating clerk typist in the operations office. Soon afterwards she transferred to the administration office as a mail and file clerk.

Luck was secretary to the commander in 1967 when she was offered her present position as legal assistant and claims examiner.

"In 1970 I visited the United States again for a short visit with friends and relatives. Should I ever come to the United States again I would like to meet other employees in the MSC family, either at MSC, Atlantic or at headquarters in Washington," she said.

"For over 17 years I have really enjoyed every day working at MSC because of the interesting work and the fine American people always assigned to this command."

Luck has received several awards, the most recent a sustained superior performance award in August 1977.

"I don't know what you would call hobbies," claimed Fritz Kessler. "I guess my hobbies are my wife, our car and our apartment in the Black Forest."

"After those I would include good books, good food and let's not forget saving money." Kessler has been employed by MSC since 1969.

Kessler, 58, works with computers at MSC, Bremerhaven. "I do whatever is necessary to provide data on our ship movements and cargo handling for the computer in Washington," he explained.

"I also keep track of all MSC ship traffic in the Mediterranean, and prepare schedules, weather route requests and sailing orders."

Keeping track of ship movements and cargo is more involved than it may seem. It requires close contact with German firms and shipping agents, harbor masters, bunker suppliers, tug pools, and line handlers.

If that were not enough to keep him busy, Kessler has to provide the master of each MSC ship with information on last minute changes of berths, labor starting times and number of gangs available.

Kessler also monitors performance reports for all ships calling MSC, Europe and Mediterranean ports.

Kessler developed his first ties with the sea when he was 18. From 1938 to 1946 he served in the German Navy. The last two years were spent as a prisoner of war in England.

His employment with the U.S. armed forces began in 1948 as a teletype operator for the Army signal center in Bremerhaven. He later was made a supervisor. From 1962 until he came to MSC in 1969 Kessler worked in the U.S. Army terminal export cargo section.

Kessler has spent 25 years with the U.S. armed forces. He also has received numerous sustained superior performance awards. "How many? I don't know. It must be over 10," Kessler said.

Irma Schick, the commercial booking supervisor in Bremerhaven has been described as someone who can adapt to any situation.

Schick is reponsible for determining and procuring the most suitable modes of transport and designating movement routes for the many types of cargo moving on MSC ships.

In 1939, when she was 17 years old, she began work as a secretary for the German government. In 1943 she transferred to the German embassy in Italy.

Schick recalls that she was not given much notice of the transfer. "I really made a fast study of Italian," she said.

After World War II, she remained in Italy because she had no relatives in Germany except her parents with whom she had lost contact. She remained in Italy until 1949.

"When I returned to Germany I went to Bremerhaven and started working as a clerk at a gas station with a rent-a-car company in 1950."

When the gas station closed, Schick needed a job. She found one as transportation clerk with the U.S. Army in Bremerhaven, and in 1956 became director of terminals.

A few years later Schick was promoted to supervisor of export cargo.

In 1968 Schick joined MSC in Bremerhaven as shipping agent for foreign-flag vessels. She still holds that job although now listed as a freight rate specialist. During her service with MSC she also has received several superior performance awards.

For any Navy facility to function properly there must be three big Ms—money, manpower and materials. In charge of meeting these requirements is Werner Beck, director of the command's supply division.

Beck obtains necessary materials and maintenance services. He has built up a reputation for effective liaison with the command and private industry.

He also provides spare parts, arranges for repairs for visiting Navy fleet and MSC ships and works closely with the comptroller in paying contractors for their services.

Beck has been working for U.S. military services for 30 years, having joined MSC in 1958 as a port steward. Beck feels one key to be successful in running a supply operation is to treat everyone with respect. "When anybody wants something from our office he receives the same treatment, and it's always good."

"Most of our supply functions are routine," said Beck. "Sometimes we may run into fuel procurement problems but they are usually easy to solve." But, he remembers the days when supply problems sometimes were more complicated.

"I remember the first visit of a nuclear ship to Bremerhaven. It was the submarine USS Trident which came to Bremerhaven in October 1960. Security was extremely tight," he said.

"Security of the Trident was the responsibility of German authorities. A German underwater demolition team had a roving patrol in the area. The Bremerhaven city police had plainclothes detectives cordon the inner area and the Bremen state police had another cordon outside the city police barricades," Beck said.

Werner Beck

Irma Schick

"All MSC personnel needed passes to get into the area and to board the Trident," Beck recalled. "I had to be escorted on and off the submarine by the Trident supply officer."

Beck said security today is handled differently. "Although German authorities are notified of a ship's arrival, no guards are posted and it is treated like other ships arriving in Bremerhaven. Instead of boarding passes, a list is provided that authorizes personnel to board the ship."

Rainer Wilms is Bremerhaven's jack of all trades. The driver for the commander, he also is coordinator for the motor pool and works in the supply office.

Wilms completed training at a merchant marine school in 1954, got a job with North German Lloyd as a deck boy, and advanced to able bodied seaman.

In 1958 he passed a test qualifying him as a boatswain for a lifesaving service. "Then I worked on a passenger ship as a quartermaster for a little over a year. I went to sea in freighters and sailed all over the world. From 1960 to 1962, I was chief boatswain on a salvage tug in Hamburg.

"Marriage plans made me give up the active seaman's life in 1962 at which time I started work as a command driver for naval security. In 1968 I was offered the job as driver for MSC in Bremerhaven, which I gladly accepted," he said.

Since Wilms has been employed by the Navy, he has received 10 awards, most of them safe driving awards.

It took the German occupation of The Netherlands during World War II to give Frederick A. Zweere the wanderlust and a desire to go to sea. "Perhaps it was the

restriction of freedom and communication in those years, and hearing about distant battles, that set the pattern for my future," Zweere said.

Zweere is an MSC marine cargo specialist in Rotterdam and is responsible for a variety of tasks. "I take care of everything from coordinating the delivery of an emergency air shipment of material, effective use of available cargo space, or even bailing the ship's dog out of the local dog pound."

He is part of a three-man team that takes care of MSC business in Europe's Benelux area which includes the largest port in the world—Rotterdam.

Zweere began his nautical career in 1948 when he enrolled in the Nautical College in The Netherlands and after graduation sailed as a mate in the merchant marine.

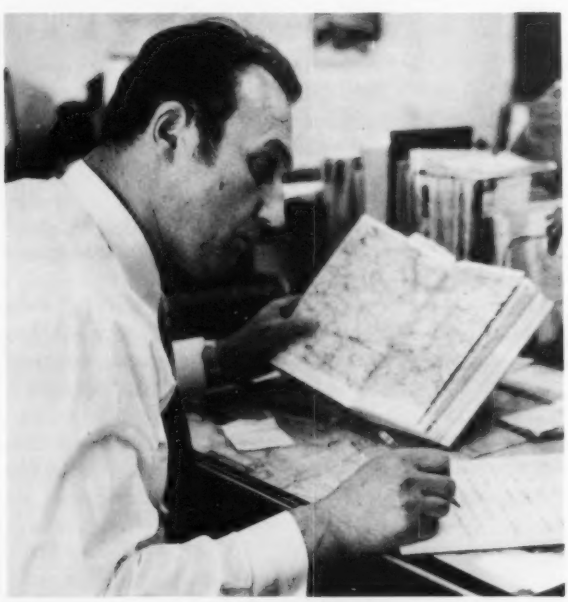
During one of Zweere's voyages across the Atlantic, his ship was caught in a gale in which another ship was sunk. That convinced him to make a change. "I didn't like the North Atlantic weather and I shifted to the Far East," he said.

"In 1958 I took out my master's license and sailed in the Middle East for about a year. Once we carried a cargo of goats from Berbera, Somalia to Bahrain."

The goats were put on the forward weather deck and any other available space while the crew was confined amidships. "It must have been some sight for crews of passing ships to see goats manning the rail and forward stations," Zweere said.

Zweere later worked out of Hong Kong with Royal Interocean Lines serving the West Pacific, Indian Ocean and South Atlantic. "In 1962 I swapped my sea legs for my wife's apron strings," Zweere said.

By 1964, Zweere was back in the maritime trade again, this time as a hydrographer assisting in dredging operations for a deep draft tanker terminal at Westport Bay, Australia, southeast of Melbourne.



Rainer Wilms

With the dredging job completed, Zweere sailed back to The Netherlands in May 1965. The following month Zweere joined the MSC office at Rotterdam as a marine cargo specialist.

There have been some memorable experiences for Zweere since joining MSC. "I remember when the SS Transglobe limped into Amsterdam after a collision with the USNS Blue Jacket. Then there was the gutted engine room of the SS Maryspil.

"I watched the first full container vessel, SS Fairland, dock in Rotterdam and discharge 50 containers with her shipboard gear because no container terminal or gantries existed."

Zweere handles some 100 ship port calls each year, spread over six ports in a 160-mile range in The Netherlands and Belgium. A million and a half tons of Department of Defense cargo moves through these ports.

Charles Partridge didn't waste any time in pursuing his dream of a maritime career. After high school, he joined a merchant marine officers training ship that operated between the United Kingdom and Australia.

Partridge is operations officer in the London office of MSC.

In 1934 he obtained a second mate's license and went to India to serve four years in ships trading with India, China, Australia, Burma and Malaya.

In 1938 he returned to the United Kingdom and received his first mate's license. With World War II close at hand, Partridge joined the Royal Navy as a probationary lieutenant, was promoted to lieutenant in 1940 and lieutenant commander in 1944.

During the war he was made prospective commanding officer of a minesweeper being built at the Chicksaw, Mobile, Ala. shipyard under a lend-lease program. It was there he met Marjorie Doull, an American whom he later married. She was then in the U.S. Navy.

Among the Royal Naval commands Partridge held before he retired in 1957 were minesweeping, convoy escorting, wreck dispersing and fishery protection. He joined the London office staff immediately after discharge.

In 1977 Partridge was awarded the U.S. Navy Superior Civilian Service award.

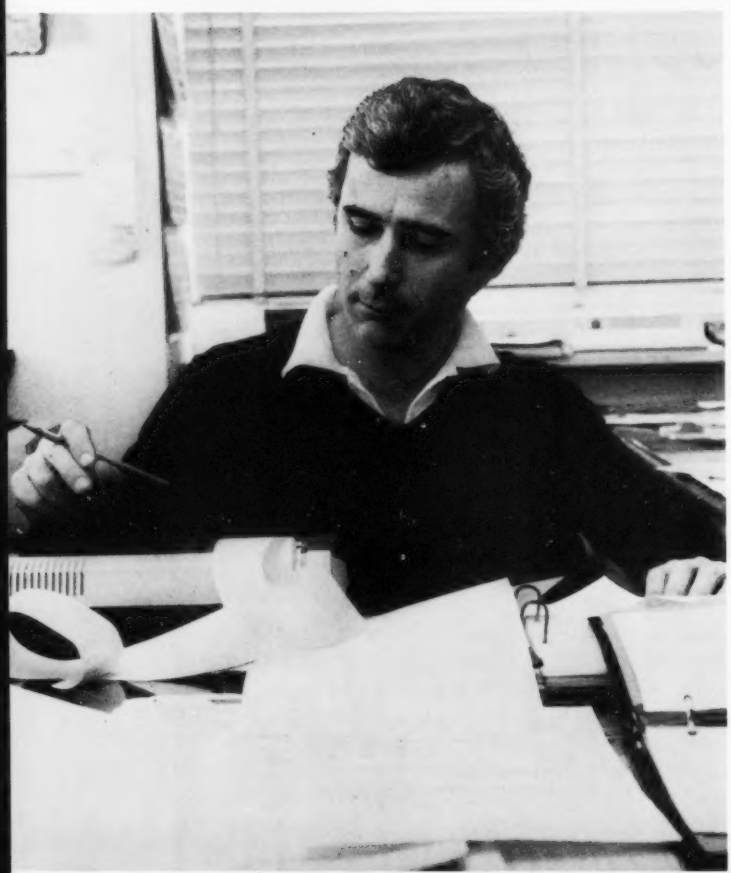
Llewellyn Heywood-Jones is right at home in the London office. London born, he joined MSC in January 1970 as a marine transportation specialist. Today he is assistant operations officer of the cargo-tanker division.

Heywood-Jones began his apprenticeship at sea as a deck cadet on a Shell Oil Co. tanker. He served on several Shell tankers including the Methane Progress, the first liquefied natural gas carrier.

He left Shell in 1965 and joined the British Meteorological Office as second officer on the ocean weather ship Weather Surveyor operating in the Atlantic.

In 1966 he was employed by the Geest Line as a chief officer of combination cargo, reefer and passenger ships that made runs between the United Kingdom and Windward Islands in the Caribbean. The ships would

Katherine Ann Giuliano



Claudio Pelli

carry passengers both ways, general cargo outward and bananas homeward.

Heywood-Jones joined the London office immediately after leaving Geest. He and his wife and child live in Eastcote in a house near his office.

Two others who help make the MSC office, London operate efficiently are Maureen Hill, the fiscal accounting assistant, and Linda Barton, shipping clerk.

Hill left her job as the assistant to the manager of an insurance company in Galway, Ireland in 1964 to join her family in England.

She worked for the British Civil Service as a clerical officer, leaving in December 1965 for a job with the U.S. Air Force as a procurement clerk.

In July 1972 she joined the naval regional procurement office in London as a procurement assistant. She left that job in November 1973 to become part of the MSC family.

Barton also is a Londoner whose first job with the U.S. military was with the U.S. Navy regional procurement office. She left that job in February to join MSC as a shipping clerk.

When Katherine Ann Guiliano answers the telephone at the MSC subarea command in Naples, the voice the caller hears is decidedly English, not Italian. She came from England to Italy in 1971 and two years later married an Italian.

In 1975 she began working for MSC as a secretary in the cargo division. She handles a steady stream of correspondence dealing with cargo requirements originated by U.S. installations throughout the Mediterranean and Middle East countries.

Fellow workers described her as efficient, pleasant and cooperative. Her dedication to her work has earned her outstanding performance awards in each of the past two years.

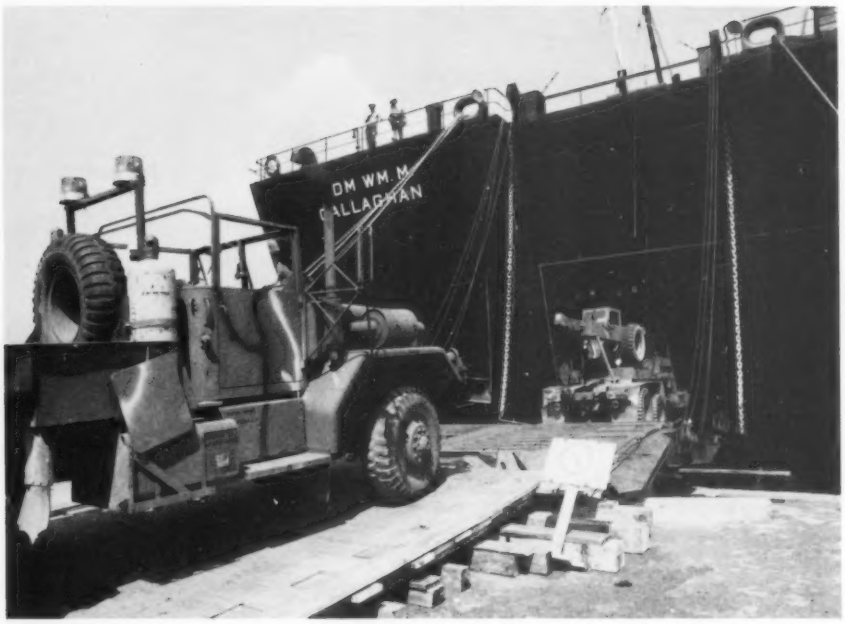
Claudio Pelli began working for MSC at Naples as a shipment clerk last March and is one of the newer members of the office.

Pelli is a native of Pompei which is famous for its ancient Roman ruins and is located south of Naples. After graduating from high school, he attended the Naples Academy of Simultaneous Interpreters where he studied English and French.

He is fluent in English, New York style. That expertise is a result of the years he spent as a restaurant manager in New York City—from 1969 to 1971.

Pelli served in the U.S. Army as a clerk at Fort Campbell Ky. and in Hamburg, Germany from 1971 to 1973. After his discharge he became a procurement clerk with the U.S. Naval Communications Area in Naples.

In March 1978 Pelli was hired by the Mediterranean subarea command. His supervisors report that his background in procurement has been especially helpful in processing container leases. ⚓




Stern ramp of the Callaghan is used for driving vehicles into the ship. Shore and shipboard cranes were needed to load helicopters.

# MSC Ships Complete Mobility Exercise

Two Military Sealift Command controlled cargo ships will return Army equipment to Beaumont, Texas late this month, closing another Reforger exercise—the annual lift of troops and equipment to Europe for participation in a series of NATO exercises. They are the USNS Comet and Adm. William Callaghan both roll-on, roll-off ships.

Two other MSC ships will return Marine Corps equipment also lifted to Europe for use by Marines in exercises in Germany.

The Comet and Callaghan loaded at Beaumont and delivered their military cargo to Ghent, Belgium and Rotterdam. Pioneer Commander and USNS Meteor, the two ships involved in Bold Guard, the Marine exercise, delivered Marine gear at Brunsbuttel, Germany.

Morehead City, N.C. was the departure point for Marine Corps equipment and a group of Navy LSTs carrying Marine Corps troops.

Loading of the ships at both ports went smoothly although some problems were caused when shipments of radio gear needed on MSC ships that were to take part in en route convoy exercises were incomplete.

However, MSC representatives hustled up missing items and all ships sailed on time, three before their scheduled departure date.

Among those playing a key role in making certain that everything went right was Alan R. Luger, an MSC, Atlantic ship surveyor. He was acting port engineer at Beaumont and responsible for installation of radio transmitters and receivers aboard both Callaghan and USNS Comet.

He also supervised ship repair operations and faced some anxious moments when a generator rotor in a commercial repair shop slipped from a lathe and was destroyed. Luger had to find another, have it shipped to Beaumont and the Comet crew worked all night to make certain that the ship sailed on schedule.

Supervising installation of radio gear aboard the two Reforger ships was Chief Electronics Technician William Bailie, MSC, Atlantic.

The command's primary representative at Beaumont was Ben Poston who normally husbands tankers loading petroleum products in the Beaumont area. He assumed additional duties during the past year as coordinator of the discharge of crude oil by MSC chartered ships supporting Department of Energy's Strategic Petroleum Reserve Program.

His already hectic schedule became even busier in August when he also began coordinating arrangements for loading and departure of the Reforger ships.

Prior to loading of the Comet for Reforger, the ship discharged cargo at nearby Port Arthur and arrived at Beaumont August 10. Poston took care of everything the

Longshoremen guide a helo over a rail of the Callaghan.

ship required—including most repairs, stores, materials and supplies.

"The stuff was coming from all over the United States. I was still receiving supplies after the ship left port," he said.

Poston has special praise for Chief Bailie. "He was a lot of help. If it were not for him, not nearly as much could have been accomplished."

Poston also was assisted by Naval reservists on active duty for on-the-job training at the port.

Poston briefed them on MSC operations at Beaumont and put them right to work. "The reservists were a lot of help. I'm a one-man operation and it would have been nearly impossible without them," Poston said.

Also assisting throughout Reforger loading was Fred Emde, III, a marine transportation specialist from MSC, Gulf. Gulf Commander Capt. Joseph Culbert, Jr. was on the scene for five days.

Reservists lending a hand included Lt. Barry McVey, assistant vice president in charge of traffic and operations for steamship agent Hansen and Tidemann, Inc., of Houston; PN1 Donald Ferris, a veterans' benefits specialist for the Veterans' Administration in Houston, and DK3 Robert Campbell, a Houston accountant and part-time student at the University of Houston. All three are members of the MSC Office, Gulf 110, of Houston.

MSC Headquarters, Gulf 110, New Orleans, was represented by Lt. Calvin A. Flemming, III, a senior law student at Loyola University, New Orleans.

Primary MSC representative at Morehead City was John Delia, a cargo loading specialist assigned to the

In the hold helos are pushed to tie-down positions.

MSC office at Hampton Roads, Va. He acted as ship's agent and his diverse duties included acquiring tugboats, pilots, ship berths and line handlers and serving as liaison officer between ship's personnel and the Marine Corps. Also on hand was Lt. Col. Leroy Gonzales, Marine Corps liaison officer at MSC Headquarters. More familiarly known as "Speedy," he lived up to his nickname while assuring that everything went smoothly during loading of ships with Marine Corps gear.

Gus Karas, director of the MSC, Atlantic electronics division faced problems at Morehead City similar to those at Beaumont—incomplete radio gear shipments. But, those problems were solved with legendary Yankee ingenuity, and a lot of hard work. Supervising radio installation on the two ships loaded at Morehead City was John Hornsby, an Atlantic electronics technician.

All four MSC ships joined units of the U.S. Second Fleet and NATO nations for a wartime convoy exercise, part of Northern Wedding naval maneuvers involving 40,000 sailors, 800 aircraft, and 140 ships.

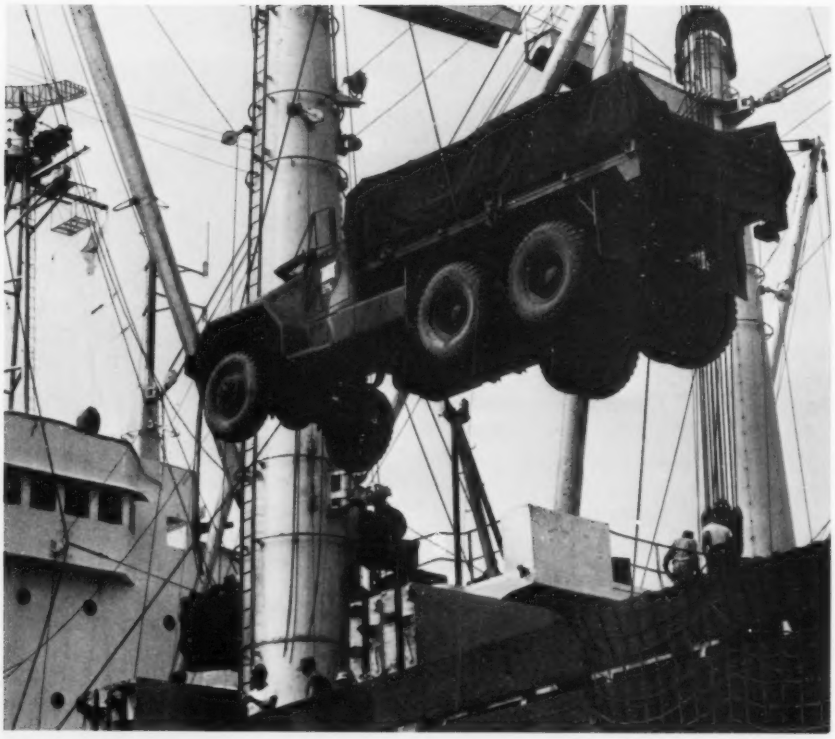
Equipment landed at Rotterdam and Ghent by Comet and Callaghan was used by 13,000 Army troops in a series of NATO exercises known as Autumn Forge.

Farther north, Meteor and Pioneer Commander docked at Brunsbuttel to discharge Marine Corps equipment. Approximately 10,500 members of the 4th Marine Amphibious Brigade, formed for special operations, joined troops of nine other NATO countries for exercise Bold Guard '78 in the Schleswig-Holstein area of northern West Germany.

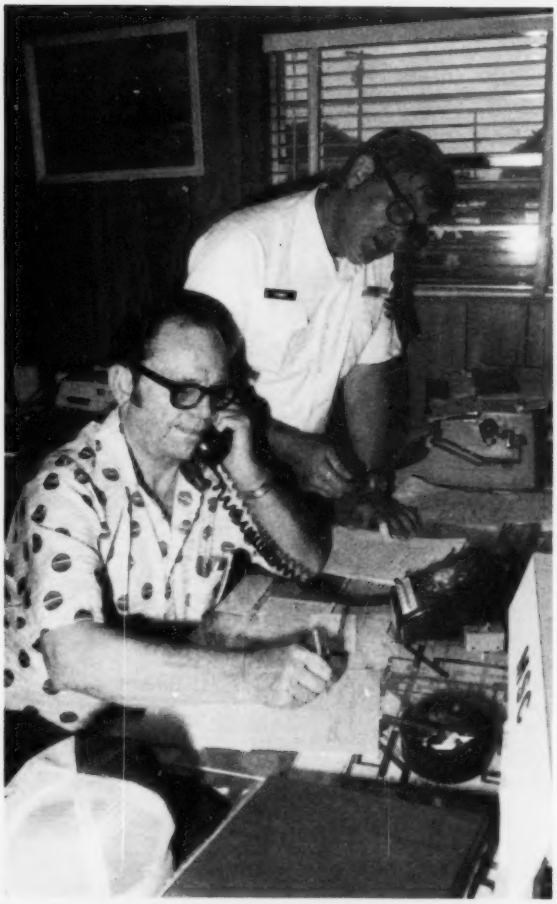
Enroute to Europe, the Marines conducted amphib-

Muscle is needed to position containers in Comet hold.

A truck is driven aboard Comet through a sideport.



A Marine Corps truck is hoisted aboard the Pioneer Commander at Morehead City.



Ben Poston, command representative at Beaumont, kept the office phone busy during Reforger. At rear is Naval Reservist Donald Ferris. Reservists played key roles in loading of ships.

Lunch aboard the Callaghan is a convivial affair. From left are: Brig. Gen. William Sarber, Jr., commander of MTMC, Eastern Area; Capt. George Miller, master of the Callaghan, and Capt. Joseph Culbert, commander of MSC, Gulf.

Marines of the 4th Marine Amphibious Brigade board an LST at Morehead City.

ious and helicopter assaults in the Shetland Isles, Scotland along with British and Dutch Marines. Marines also held amphibious assault and land operations in Jutland, Denmark while the British and Dutch Marines landed in southern Norway.

For MSC, it was the third consecutive year in which command ships and crews have been involved in a Reforger exercise. Previously, only airlift units which deployed troops to Europe were exercised. This year, for the first time, troops took part in the sealift portion of the exercise moving from Morehead City to Europe on Navy LSTs.

A first for this year's mobility exercise was a Department of Defense decision to produce two documentary films. One will focus on the NATO air and ground assault exercises in Europe with limited coverage of the mobility forces, Military Sealift Command, the Air Force's Military Airlift Command and the Army's Military Traffic Management Command. The second film will highlight the roles and missions of the three transportation operating agencies and the Navy fleet's role in assuring safe passage of cargo and troop carrying ships. Both films will be given Defense-wide distribution.

Overall the annual mobility exercise again demonstrated that U.S. forces can reinforce deployed troops in Europe in an emergency. Defense transportation and combat forces that would be involved in such an operation received the nearest thing to "on-the-job training" that can be achieved in peacetime. ⚓

The first scrimshaw artists were whalers and usually chose familiar scenes.

# Scrimshanding, Whale of an Art

By Susan Kalish

It took a steady hand, keen eye and a lot of time and patience for burly 19th century American whalemen to do the job. Those words sound like a description of a man standing tall with harpoon in hand at the prow of a whaling boat. But these sailors were performing another task.

Most likely, the whaleman would be sitting down. His instruments were small carving tools, and the object of all his intensity was small, a whale's tooth or bone.

The art which demanded his close attention was scrimshanding and the products of his efforts were known as scrimshaws. Sailors whiled away long hours carving out miniature works of art from whalebone during

those tedious days when no whales appeared on the horizon.

Scrimshanding reached its peak of popularity with American whalemen of the South Seas. Herman Melville describes the scrimshander in his novel, Moby Dick, as an ingenious fellow who could turn tooth and bone into an artist's treasure.

"Throughout the Pacific, and also in Nantucket, and New Bedford and Sag Harbor, you will come across lively sketches of whales and whaling scenes, graven by the fishermen themselves on sperm whale teeth," Melville wrote.

Intricate whalebone carvings still can be found all over the world. The earliest identified scrimshaw is a tooth carved in 1828 by Frederick Myrick, probably done off the coast of Japan on the Nantucket whaler Susan.

In Dutch, the word scrimshander means idle fellow. The French say scrimshander means "to work hard for small results." The scrimshander worked long hours, spending up to three years at sea without touching land for months at a time. With only the confines of a ship to roam, there was much idle time. So the whaleman would take out his jackknife and razor blades and begin carving. Raw material was plentiful on a whaling ship.

Sailors carved sperm whale teeth, walrus tusk, black fibrous whalebone, or any bone or ivory from their latest catches. The captain got his pick of the teeth, but since a good sized sperm whale has 42 teeth, and the usual size of a three-boat whaling crew was 21 men, no scrimshander was left toothless.

During the 19th century, when whaling was a major industry in the United States, the scrimshander had to soften the tusk with brackish water, sometimes laced with lye, to prepare a tooth for carving. The tooth then was smoothed with sharkskin and burnished until it glistened. Only then could the time consuming carving begin.

Today, scrimshanders need only sand a tooth with fine sandpaper and polish it with lambs wool to get a clean and glossy tooth. Many old teeth with poor designs are redone by sanding the tooth, then carving a new design.

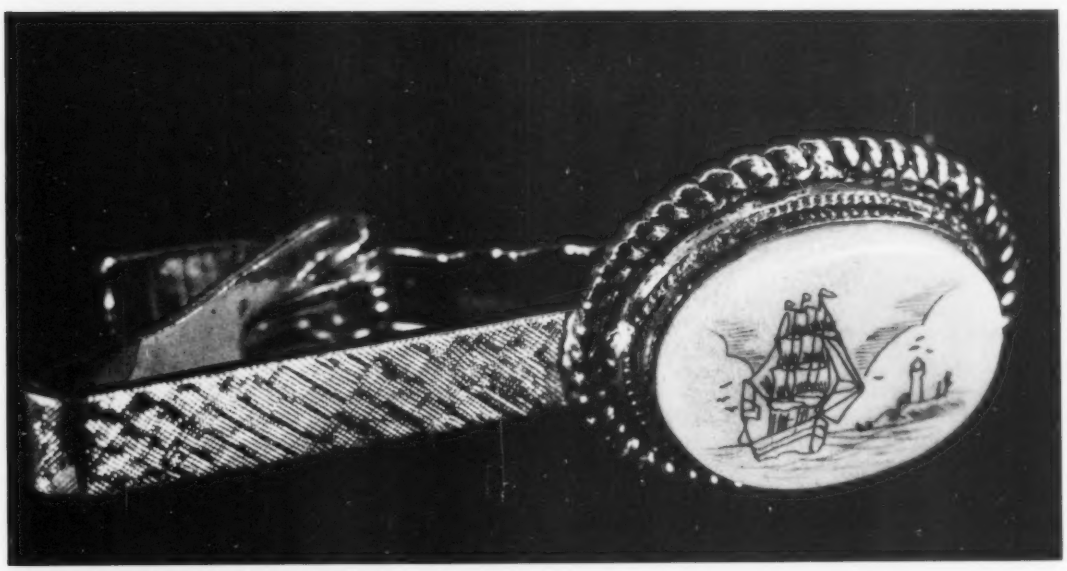
The pictures the scrimshander etched were often his own designs. More commonly, they were reproductions of pictures from a current magazine. Godey's Ladies Book was a popular source.

To copy a picture, the less artistic whaler would paste the original on the tooth and outline it by punching dots along its lines. The scrimshander would fill in the details later with his scribe.

After the design was carved, coloring for depth or contour was accomplished using whatever was on hand. The grooves cut by the artist were usually filled with lamp black. After the sketch was completed, color was sometimes added using tobacco juice or blood. This may explain the limited use of color on scrimshaw.

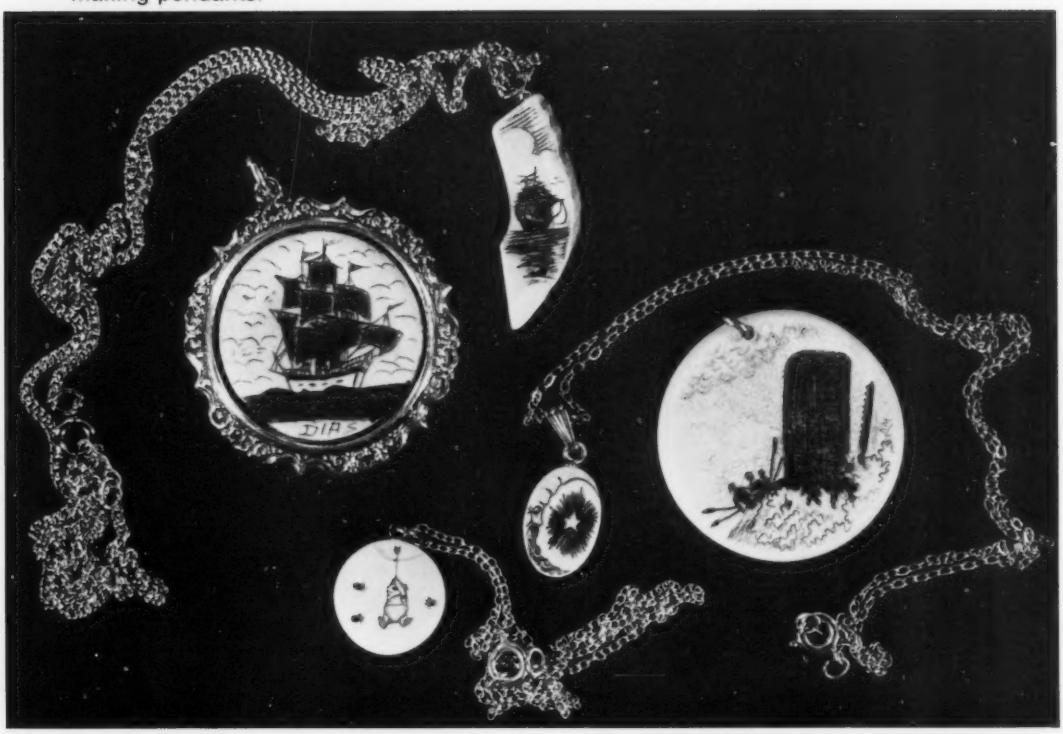
Scrimshanders today are artists first and usually not sailors at all. They design their pictures to suit their own tastes. Coloring is done with dye or paint wiped clean until only a hint of color is seen.

With the U.S. moratorium on whaling and whale products and the diminishing numbers of walrus, the scrimshander now has a difficult time finding material. He must either pay exorbitant prices for a tusk or



Scrimshaw art lent itself well to articles such as tie clasps.

A cross-section of whale's tooth or bone was ideal for making pendants.



tooth—if he can find one—or carve on another material.

Since no new pieces can come into the United States, all whale products that were in the country before the ban are registered by the Department of Interior. Whenever scrimshaw is bought the buyer must register it. By keeping tabs on all legal whale products, the government can help control illegal whaling.

Because of the moratorium, many scrimshanders have turned their attention away from whale teeth to a different but just as stunning mode—ostrich eggs.

An ostrich egg is about as big as a grapefruit but as tough as fine china. Although it is easier to get an ostrich egg, many novelty and craft shops carry them now, they are difficult to carve because of their pitted surface.

Jon Medeiros, of Dartmouth, Mass., a full-time scrimshaw artist believes that "unless you've mastered the use of a scribe, the tool is going to slip and slide all over the ostrich egg."

Scrimshanders are still a hardy lot. Although scrimshanding is hard work, the results are rewarding. Lively sketches of sailors, their adventures and their women, can be found depicted on tooth or tusk. They are also carved into such useful items as earrings, tie clasps, and pendants. Household items such as salt and pepper shakers and cookie molds, and even false teeth, have been sculpted by the scrimshander.

The cost of a carved tooth depends on its age, quality of workmanship and the theme of the piece. Patriotic themes or commemorations of famous personages usually demand the highest price.

An average 6-inch tooth with no carving now costs under $100—compared to eight cents a pound 12 years ago. A carved 6-inch tooth costs about $200.

Collectors have paid high prices for a well carved pair of whale's teeth. The noted scrimshaw collection of W. W. Bennett was auctioned in August 1966 by the firm of Richard Bourne, Hyannis, Mass. One pair of whale's teeth in red and black sold for $2,700.

More recently, Bourne auctioned the Douglass Fonda collection in November 1977. An outstanding colored tooth sold for $2,300 and another tooth dated 1838 sold for $900.

A set of four doorknobs made from whale's teeth sold for $1,075 and a set of four napkin rings recently was sold for $800.

Today, one need not travel too far to see scrimshaw. Throughout the country are museums and gift shops which display or sell scrimshaw.

The Whaling Museum in Cold Springs, N.Y. displays more than 400 pieces. Smaller displays can be found at Mystic Seaport, Conn.; Bath, Maine Marine Museum; the Whaling Museum in New Bedford, Mass.; Ships of the Sea Museum, Savannah, Ga., and The Mariners Museum, Newport News, Va. ⚓

# Container Revolution In Bremerhaven

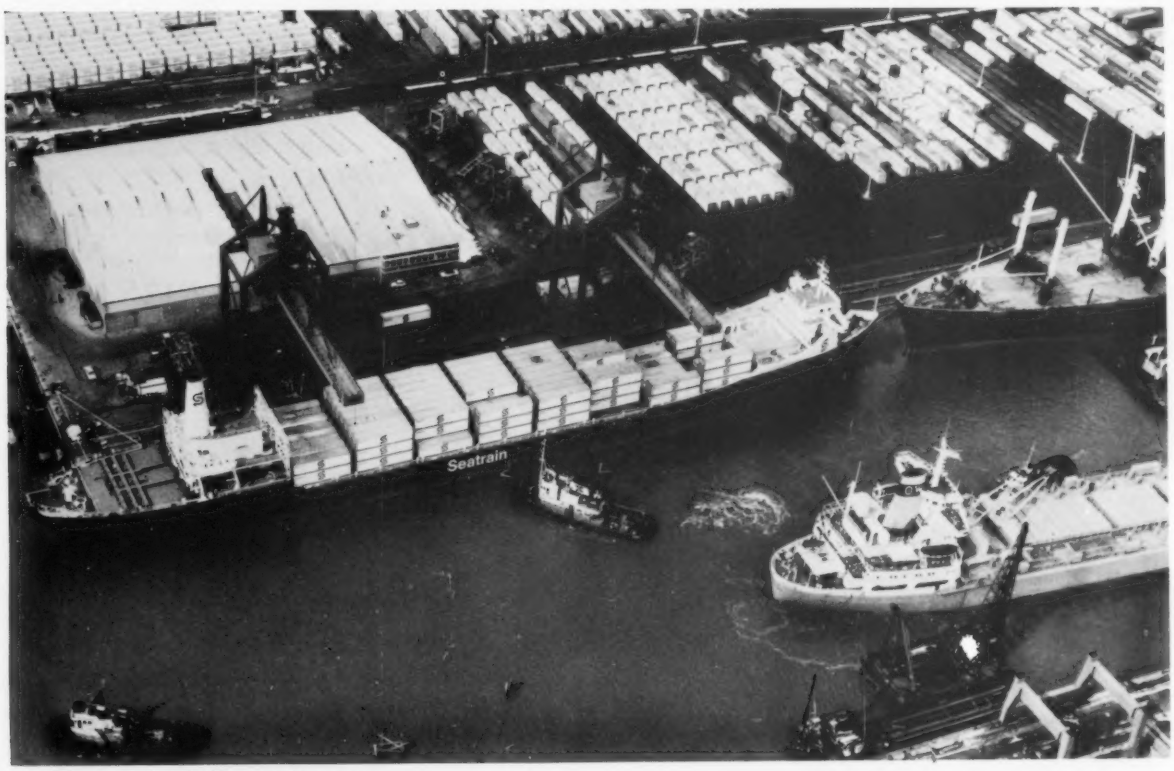
By Lt. (j.g.) Carol D. Jori

A large part of the time and energy of Military Sealift Command managers of cargo operations in the European theatre is necessarily focused on the ever increasing use of commercial containers in the movement of Department of Defense cargo. The revolution in ocean transportation that has taken place within the past decade is reflected by Military Sealift Command operations.

Heart of European operations is the bustling port of Bremerhaven in Northern Germany. Impressive in size (2.8 million square feet), it can handle more than 500,000 containers a year. That is one reason why the headquarters of MSC, Europe, presently commanded by Capt. Thomas Kiefaber, remains in Bremerhaven.

The MSC area command supports more than 500,000 Americans based in Europe who fulfill U.S. commitments there. MSC, Europe controls sealift operations involving approximately 300 ports in more than 30 countries. A subarea command in Naples, offices in both London and Rotterdam, a representative in Stuttgart, and numerous U.S. military transportation activities help fulfill responsibilities which include monitoring the movement of more than half of the Department of Defense cargo moved worldwide by sea.

MSC, Europe coordinates with a variety of service managers in assuring their requirements are met, including the 4th Transportation Brigade (U.S. Army, Europe's transportation manager) in Oberursel, Germany; the Military Traffic Management Command Transportation Terminal Group in Rotterdam; and the commanders of Defense Support Region, Europe; Troop Support Agency, Europe and U.S. Army Material Management Command, all in Zweibruecken, Ger-




The port of Bremerhaven can handle more than 500,000 containers a year.

The container revolution in ocean transportation began in the last decade.

many; and the Army-Air Force Exchange Service in Munich.

To better visualize MSC, Europe operations, imagine yourself aboard a mythical container ship Poseidon. Typically, the ship would sail every 14 days. After briefly pausing for loading in Norfolk, Baltimore and New York, she crosses the North Atlantic at 20-plus knots.

Holds filled, containers stacked three deep on deck, she is fully loaded with a 1,000 cargo-filled boxes. Of these, 227 are military cargo—163 destined for Bremerhaven, 37 for Rotterdam, and 27 will wind up at various locations in the Mediterranean and Middle East.

With our mythical ship still three days from Bremerhaven, MSC, Europe specialists scan advance manifest information in order to identify multi-stop containers suitable for linehaul by military vehicles. Potential cost savings are calculated for economy is as important as efficiency.

Liaison with Army personnel, also located in Bremerhaven, reveals the number of military tractors which can be made available for the pull. It is concluded that only 12 containers can be provided so the most cost-effective boxes are identified and a telex request is sent to the carrier operator shortstopping them in the port for lease by MSC.

In the meantime, backloads are identified which will assure additional savings. A program has been established that provides military tractors and personnel to transport commercial containers. It was initiated in June 1976. Unique to the European theatre, the military linehaul program in the first fiscal year saved the taxpayer almost $124,000. About $75,000 represented the difference between the cost of military and commercial linehaul. Another $48,000 was saved by using empty commercial containers for backloads, saving the cost of government truck or rail transportation. Nearly $1,500 was saved in storage and other fees at the local port storage facility in Bremerhaven.

Although a relatively new program, with operations limited in scope by the MSC container agreement and rate guide, the special military linehaul program has more than justified continuance on an expanded scale.

Still two days from Bremerhaven, the mythical ship Poseidon submits a request to divert 26 containers from Bremerhaven to Rotterdam—at no extra cost to the government. After coordination with representatives of Military Traffic Management Command, the request is approved with the proviso that the government be given an additional three days free time for preparation of custom documents.

Permission is not granted, however, for two containers manifested for delivery to Berlin. These containers must be brought to Bremerhaven as originally booked. They will be shortstopped in the port for lease by the government, then continue their journey by military train.

Military cargo moving by commercial linehaul through East Germany poses unique problems. To avoid political repercussions, since shipments are subject to inspection by East German authorities, all military cargo booked for commercial conveyance is shortstopped in the port and containers are leased by

the government to avoid East German inspection. U.S. government transported cargo is not required to be inspected. Once the container is leased it continues its movement to Berlin under military control.

An option available to the contracting officer is to delay onward movement or stage delivery of containers. This helps control the flow of containers to receiving activities which have limited unstuffing capability or storage facilities, or for some other reason cannot immediately handle the number of containers consigned to them.

To stage containers, a telex order is sent to the carrier by MSC, Europe indicating release dates, or that release will be specified at a later time.

At the request of the Army, the contracting officer delayed delivery of 71 containers from our mythical ship Poseidon, 57 that were to be discharged in Rotterdam and 14 headed for Bremerhaven. The containers spent a combined total of 610 days in detention prior to release for movement. Cost of detention is often offset by revenue from damages for failure to commence on-carriage, or storage charges for failure to remove empty containers within the time specified in the container agreement.

Detention cost invoices are certified and paid for by MSC, Europe after verification by MSC offices, or the subarea command in Naples. Detention charges are increased by the cost of reefer maintenance, the charge levied by carriers to maintain controlled temperature in refrigerated containers. Whenever possible refrigerated containers are staged at the port where there is less likelihood of electrical power falure. It costs four times as much to maintain temperature in a refrigerated container on bottled gas than it does for those serviced by electricity.

Twenty-four hours before Poseidon's arrival in Bremerhaven, requests from customers asking for containers to be diverted to destinations other than originally manifested necessitates an immediate telex exchange between MSC, Europe and the carrier.

MSC, Europe reps also are on hand as Poseidon docks to expedite the movement of 11 containers of lettuce. They require special handling because lettuce can spoil quickly—as any householder knows.

Additionally, MSC, Europe will monitor the shipment of 29 containers from Rotterdam to points in the Mediterranean and Middle East. Information detailing individual containers, transshipment vessel, port of discharge, and estimated time of arrival is relayed to all interested parties in accordance with military standard transportation and movement procedures requirements.

This voyage contained a total of 227 military containers, which represents only a small portion of an average of 5,000 commercial containers entering northern Europe each month.

Of these, approximately 48 per cent arrive in the port of Bremerhaven; 66 per cent departing the port of discharge by highway and 34 per cent continuing to destination by rail.

These figures are slightly misleading in that approximately 500 containers a month are unstuffed at the privately owned vehicle processing yard and at Bremerhaven cold stores. Both are located in the Bremerhaven

Military cargo moving by commercial linehaul poses unique problems.

area and are included in reports concerning containers departing the Bremerhaven port by highway.

Rotterdam receives approximately 40 per cent of all containers arriving in northern Europe; 59 per cent departing by highway, 28 per cent by rail and 13 per cent by barge. Amsterdam receives 10 per cent of the traffic, approximately 98 per cent moving from the port by rail. Finally, Hamburg receives the remaining 2 per cent of the traffic which almost exclusively moves inland by rail.

MSC, Europe is responsible for booking cargo originating in the European theatre to continental United States and occasionally to points in the United Kingdom, Middle East, and Far Eastern areas. This is only a fraction of the total volume of containerized cargo arriving in the European theatre.

Completing its eastern leg, Poseidon continues its voyage heading west with cargo loaded for destinations in the continental United States.

In order to better manage all of the cargo flowing through the European theatre, the Department of the Army is developing a new computer system known as the Visibility of Intransit Cargo (VIC). It will help identify all cargo flowing into, through and out of the European theatre. All transportation modes will be monitored.

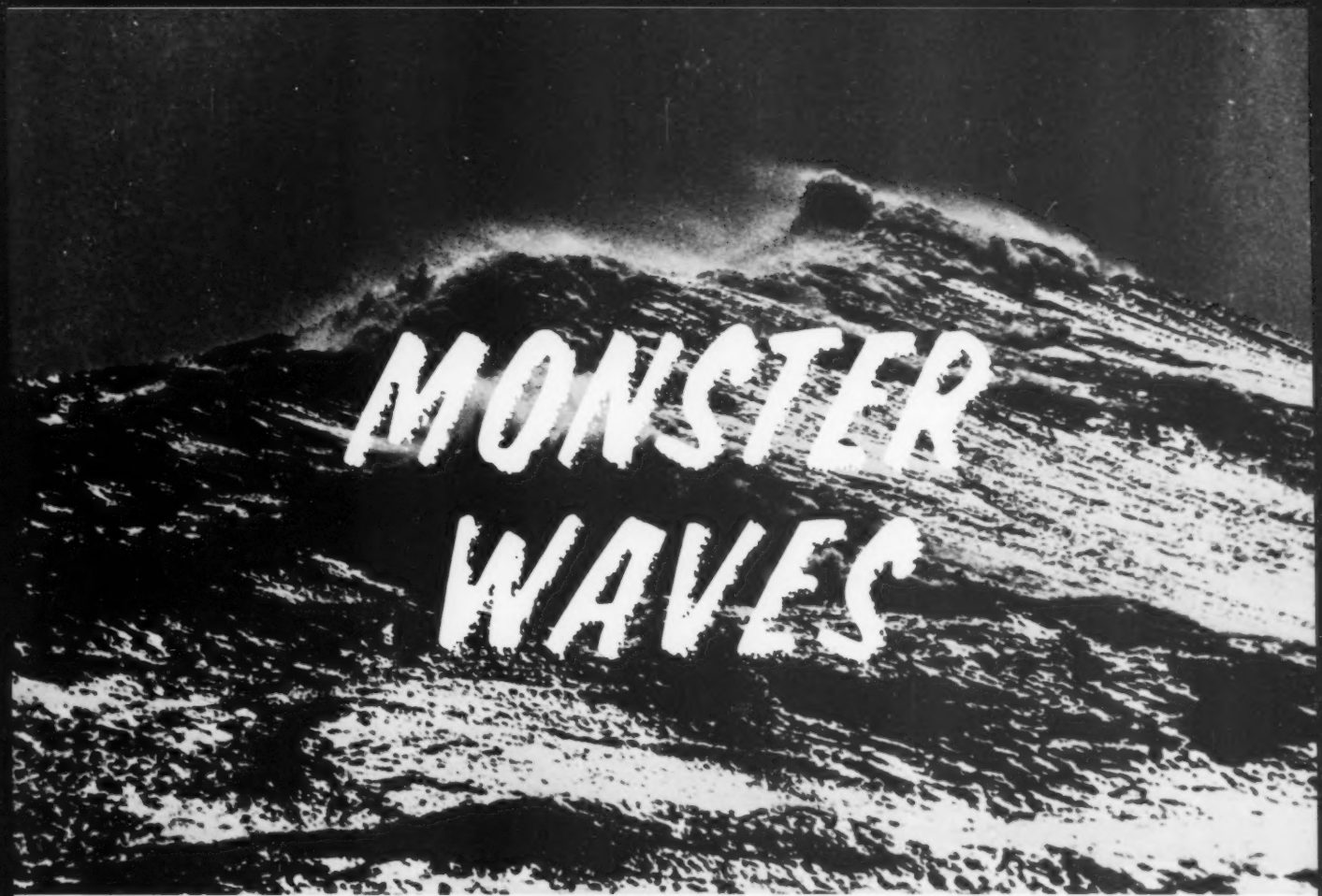
VIC is designed to function with a number of existing and developing automated systems. The goal is to establish visibility of shipment units moving within the European theatre of operations and provide intransit data to interested organizations based in both Europe and the continental United States.

Of particular importance to MSC, Europe is fiscal management data. This system will have the capability to determine and calculate detention, liquidated damages, and storage charges. Many hours now spent in the manual verification and computation of detention invoices will be saved.

VIC, a standardized Army system, has the potential for worldwide application. It is just one of the management tools being developed in order to help today's container manager in this revolutionary era of containerized cargo movement in support of the armed forces. ⚓

Lt. (j.g.) Carol D. Jori is deputy director of cargo for Military Sealift Command, Europe in Bremerhaven. A native of Washington, D.C., she graduated from the University of Maryland with a B.S. degree in zoology in 1973.

Lieutenant Jori enlisted in the Navy in January 1975 and after completing officer candidate training was commissioned in May. Her first assignment was at the naval facility in Guam as an oceanographic research watch officer. In January 1977 she was transferred to MSC, Europe.



# MONSTER WAVES

A cargo ship is steaming off the coast of Southeast Africa, heading southwesterly at about 15 knots in the Agulhas Current. The ship is off Durban, South Africa when a southwesterly wind begins to blow.

The wind begins to pick up momentum, the waves grow higher and the sea becomes more turbulent. But that is not unusual along this stretch of coast.

The southwesterly winds, which have traveled over a vast stretch of water, increase the height of the waves to about 26 feet. Then several waves of different lengths combine to form an even higher wave.

The face of this combined wave is very steep with a crest that is almost ready to topple. On the other side of the wave a long and abnormally deep trough develops.

With no warning to the unsuspecting mariners, the ship's bow plunges into a long tilted trough that is wider than the length of the vessel.

As the ship reaches the bottom of the sloping trough, a 60-foot high mountain of water bears down on the vessel.

The crew of the ship is helpless. Nothing can ward off the crushing weight of water and the great pressure it exerts on the hull. The ship's bow has no time to lift above the onrushing mountain of water.

With the forepart of a ship buried under tons of water, its natural tendency to lift upward and rise to the surface puts a colossal strain on the deck and internal structure.

The shape of the disaster takes form. The forward section of the ship's hull buckles on both sides. Several holes appear in its hull. Derricks and deck cranes are severely damaged.

The strangest thing of all is that this gigantic wave appeared—and vanished—in moderate seas, like a giant monster rising from the depths.

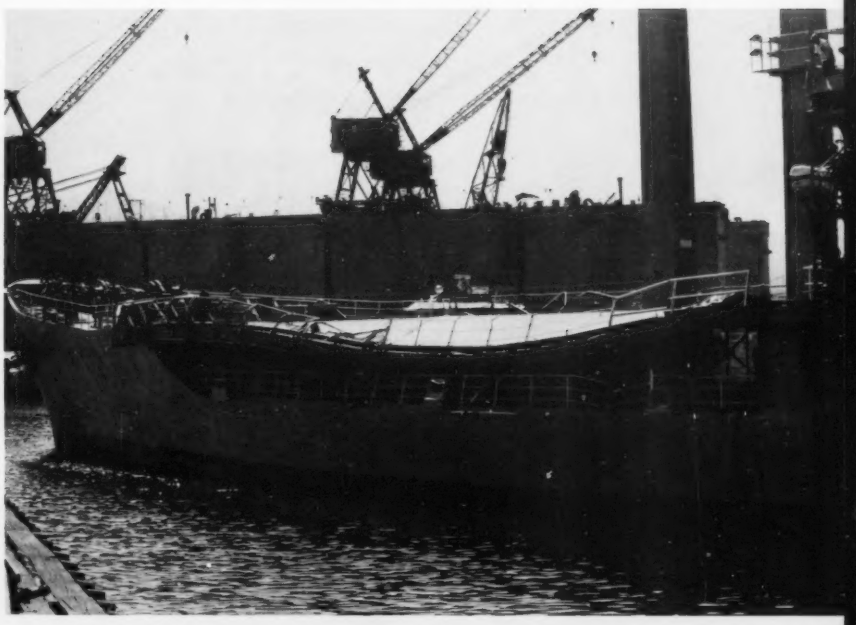
The ship sinks with all hands aboard. There is no time to send a distress signal, to don life jackets or man the lifeboats. Ship and crew are victims of a phenomenon commonly referred to as a killer wave.

Once dismissed as a figment of old sailors' imaginations, freak killer waves are capable of wrecking even the largest and most modern ships. Sophisticated communications and navigation systems are of no value in combating this devastating force.

The sea between the Cape of Good Hope and Durban has long been regarded by mariners as one of the most dangerous passages in the world. Monster waves, however, are not confined to this area.

The turbulent waters of Queen Charlotte Sound, British Columbia are noted for intense North Pacific storms. In October 1968, the men aboard an oil-drilling rig received a first-hand demonstration of Mother Nature's powers.

On October 22, a rapidly moving storm came up with winds of 80 knots. Sea and swells from the southeast and southwest combined to form



USNS Mispillion survived an encounter with a killer wave despite a twisted deck.

waves exceeding 65 feet in height.

The men watched helplessly as a wave nearly 100 feet high smashed against the oil rig. The height of this monster wave was reliably estimated by observing the position of the trough and crest in relation to the rig.

Last January the Military Sealift Command oiler USNS Mispillion was severely damaged by a giant wave off the southeast coast of Japan. Following this incident, the MSC operations office in Washington, D.C. invited an oceanographer and expert on monster waves to brief staff members on this phenomenon.

Dr. Richard W. James, director of the fleet applications department of the Naval Oceanographic Office, explained how such waves are spawned and what measures can be taken to avoid them.

James has worked extensively in applying the science of oceanography to marine operations, including development of various wave forecasting systems.

"The most dangerous aspect of storms at sea is not the magnitude of the waves generated, but the rapidity with which operating conditions change from difficult to dangerous to impossible," James said.

During his briefing, James said that anyone who operates a ship at sea has to expect wave action. "A ship simply cannot avoid them.

"Storms will come up unexpectedly or simply overtake a ship and there is nothing anyone can do about it. The monster waves, however, although very dangerous, can be avoided," he explained.

"Fortunately, the formation of monster waves is sufficiently understood so that some general guidance can be provided as to where and

when they will appear, although not specifically the exact time and place."

James said waves are built by the action of wind on water. "As the wind blows over the water the initial reaction is the appearance of ruffled patches on the sea surface, followed by capillary waves a few centimeters in length."

James explained that monster waves are formed through superposition and opposing currents.

An example of superposition would be when a faster moving wave overtakes a slower one and for a moment the two are phased or superimposed to form a larger wave. "This is the reason for the commonly observed phenomenon that every third wave is higher, or every fifth one, and so on."

Opposing currents can change a wave from one that could easily be withstood to one of devastating potential, James warned.

Depending upon the ratio of the current drift to the wave speed, a wave may be more than doubled in height while its length is reduced.

James said it is only in regions of strong currents and storm waves that monster waves are likely to form. "And they will be dangerous only when the waves are already fairly high.

"Unfortunately, in many areas such as the Gulf Stream at Cape Hatteras off North Carolina, the Agulhas current off South Africa and the Kurishio current, the fast flowing current is narrowly confined to 10 to 20 miles in width."

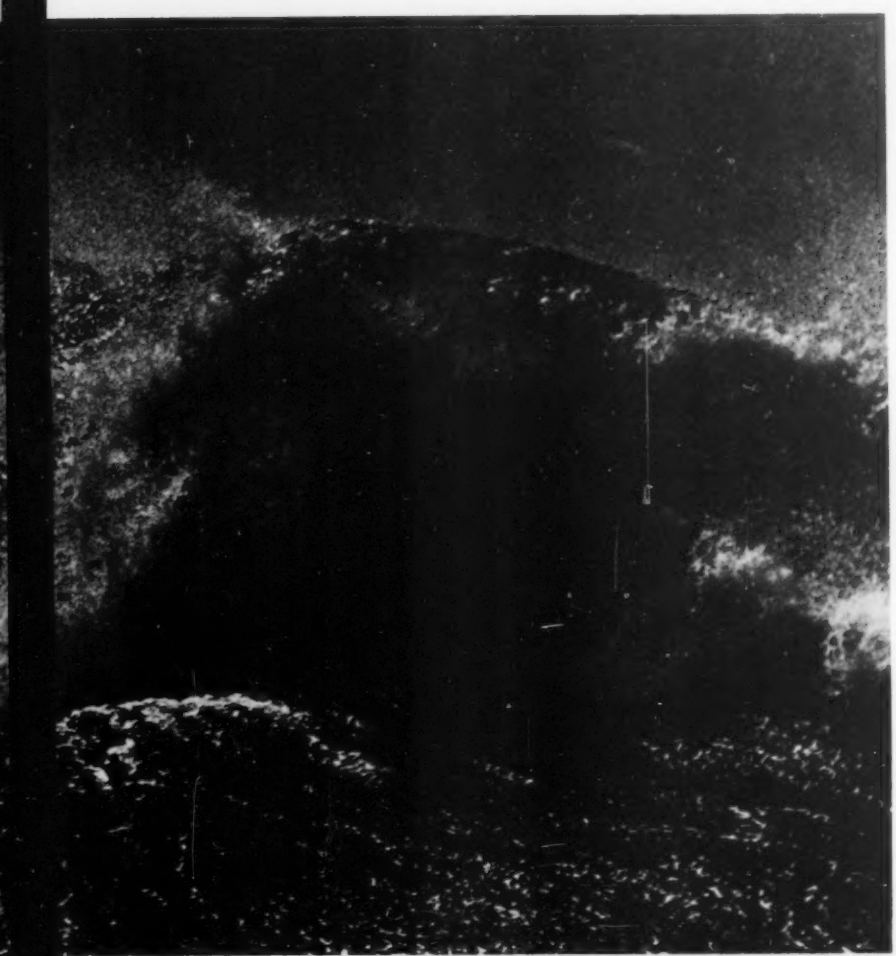
Where these three currents are concerned, a slight change in course can cause a ship to face conditions changing from normal to completely abnormal as the result of a strong opposing current.

"What can be done to avoid the problems of monster waves?" asked James. "Avoiding major currents is one way. But, this is not always practicable and some currents fluctuate considerably over a period of time.

"Most of the time there is no danger in these currents. However, one should be alert to the danger when operating in major currents and if high waves are expected the ship's course should be changed to avoid conditions where waves and currents are in opposition."

James noted that the Naval Oceanographic Office has been studying the monster wave phenomena and plans to issue a chart showing areas of their probable occurrence.

He also reported that the Commission for Marine Meteorology and the World Meteorological Organization have established a program to collect information on monster waves. LP ⚓



Officers and crew of the MSC missile tracking ship USNS Vandenberg join technicians of RCA Service Co. in a nautical initiation. The rites of Neptunus Rex are for those who have never crossed the equator aboard ship. Such novices are called polliwogs. R.W. Westbrooks (center) of RCA had the dubious honor of being the first polliwog to kneel before the court of Neptune while 34 others waited their turn.

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